

## PATENT CLAIMS

## 1. Motor vehicle seat with

5 - a backrest which can be folded forwards through swivel action from at least one useful position where it serves to support the back of a seat occupant onto a seat face of the vehicle seat

- an upholstery carrier which serves to hold a seat cushion which defines the seat surface and on which a seat user can sit and

10 - a coupling member through which the backrest is coupled to the upholstery carrier so that this is displaced when the backrest is folded forwards, more particularly is lowered and/or moved in the seat longitudinal direction

15 **characterised in that**

the coupling member (1) is connected to an elastic element (2) so that when the backrest (R) is swivelled from a useful position in a first swivel area the elastic element (2) is deformed and in at least a further swivel area the coupling member (1) can act on the upholstery carrier (W).

2. Motor vehicle seat according to claim 1, **characterised in that** the coupling member (1) is longitudinally extended and the elastic element (2) engages on one end (11) of the coupling member (1).3. Motor vehicle seat according to claim 1 or 2, **characterised in that** the coupling member (1) is designed as a compression or traction member.

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4. Motor vehicle seat according to claim 3, **characterised in that** the coupling member (1) is designed as a flexible traction member, more particularly as a traction cable.

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5. Motor vehicle seat according to claim 4, **characterised in that** the coupling member (1) is guided at least in some sections in a Bowden cable (10).

5 6. Motor vehicle seat according to one of the preceding claims, **characterised in that** the coupling member (1) is connected to the backrest (R) through the elastic element (2).

10 7. Motor vehicle seat according to claim 6, **characterised in that** the elastic element (2) is supported on the backrest (R), namely preferably through a support element (3a) mounted rotatable on the backrest (R).

15 8. Motor vehicle seat according to claim 7, **characterised in that** the elastic element (2) is connected at one end to the coupling member (1) and is supported by the other end on the backrest (R) so that when the backrest (R) is folded forwards under the action of the coupling member (1) at first the elastic element (2) is deformed before the coupling member (1) can act on 20 the upholstery carrier (W) to displace same .

25 9. Motor vehicle seat according to claim 4 and 8, **characterised in that** the traction means (1) is tightened as the backrest (R) is folded forwards whereby the elastic element (2) is deformed at first.

30 10. Motor vehicle seat according to one of the preceding claims, **characterised in that** the elastic element (2) is designed as a traction spring or as a compression spring.

35 11. Motor vehicle seat according to one of claims 2 to 10, **characterised in that** the elastic element (2) is designed as a coil spring which encloses an end section of the coupling member (1).

12. Motor vehicle seat according to one of claims 2 to 11, **characterised in that** the coupling member (1) engages by one end (11) on the backrest (R) and by 5 the other end (12) on the upholstery carrier (W).
13. Motor vehicle seat according to claim 12, **characterised in that** the coupling member (1) engages on the upholstery carrier (W) in the region of its front 10 end in the seat longitudinal direction (L).
14. Motor vehicle seat according to one of the preceding claims, **characterised in that** a locking mechanism (5) is provided with which the upholstery carrier 15 (W) can be locked so that it cannot be shifted under the action of the coupling member (1).
15. Motor vehicle seat according to claim 14, **characterised in that** the locking 20 mechanism (5) is pretensioned towards the locked state.
16. Motor vehicle seat according to claim 14 or 15, **characterised in that** the locking mechanism (5) can be unlocked through action of the backrest (R) on 25 the coupling member.
17. Motor vehicle seat according to claim 16, **characterised in that** the locking mechanism (5) can be released after a predetermined more particularly 30 complete deformation of the elastic element (2) through further action of the backrest (R) on the coupling member (1) when the backrest (R) is folded forwards.
- 35 18. Motor vehicle seat according to claim 16 or 17, **characterised in that** the

locking mechanism (5) can be released through a structural assembly (10) which is in active connection with the coupling member (1).

5 19. Motor vehicle seat according to claim 5 and 18, **characterised in that** the locking mechanism (5) can be released by means of the Bowden cable (10) in that the latter is moved when the traction means (1) are tightened.

10 20. Motor vehicle seat according to claim 19, **characterised in that** the Bowden cable (10) is connected to an unlocking element (4) which is provided to unlock the locking mechanism (5) whereby the Bowden cable (10) is preferably supported on the unlocking element (4).

15 21. Motor vehicle seat according to claim 20, **characterised in that** the Bowden cable (10) is supported on a rotatably mounted support element (3c) of the unlocking element (4).

20 22. Motor vehicle seat according to claim 20 or 21, **characterised in that** the Bowden cable (10) is supported with the other end on a support (T) of the backrest (R) more particularly on a support element (3b) mounted rotatable on the backrest support (T).

25 23. Motor vehicle seat according to one of claims 18 to 22, **characterised in that** after the unlocking of the locking mechanism (5) the coupling member (1) is moved as the backrest (R) is folded further forwards so that it causes a displacement of the upholstery carrier (W).

30 35 24. Motor vehicle seat according to claim 2 and one of claims 7, 21 or 22, **characterised in that** the support element (3a, 3b, 3c) has a through opening (31) for the elongated coupling member (1).

25. Motor vehicle seat according to one of the preceding claims, **characterised in that** the upholstery carrier (W) is connectable through a swivel lever (6) to a structural assembly (S) fixed on the floor of the motor vehicle.

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26. Motor vehicle seat according to one of the preceding claims, **characterised in that** the upholstery carrier (W) is assigned a guiding device (A', K') by means of which it is guided during displacement and that the guiding device (A', K') is formed by a guiding slide (K') and a bolt (K') guided therein.

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27. Motor vehicle seat according to claims 24 and 26, **characterised in that** the locking mechanism (5) acts in the locked state on the guiding device (A', K') in order to block a displacement of the upholstery carrier (W).

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28. Motor vehicle seat according to claim 27, **characterised in that** the locking mechanism (5) acts on the guiding device (A',K') by means of a swivel mounted locking lever.

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29. Motor vehicle seat according to one of the preceding claims, **characterised in that** the elastic element (2) enables the backrest (R) to be swivelled from the at least one useful position towards the seat surface (F) about a defined swivel angle without the backrest (R) causing a displacement of the upholstery carrier (W) through the coupling member (1).

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30. Motor vehicle seat according to one of the preceding claims, **characterised in that** the backrest (R) is mounted for swivel movement about an axis (A).

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31. Motor vehicle seat according to claim 30, **characterised in that** the swivel axis is designed as a locally fixed axis.

5 32. Motor vehicle seat according to claim 30, **characterised in that** the swivel axis (A) is designed as an axis which can be shifted when the backrest (R) is folded forwards.

10 33. Motor vehicle seat according to one of the preceding claims, **characterised in that** the backrest (R) is assigned an adjusting device by means of which the backrest (R) can be set in various different useful positions within a useful area through swivel movement.

15 34. Motor vehicle seat according to claim 33, **characterised in that** when the backrest (R) is swivelled within the useful area the elastic element (2) is deformed through tensioning or relaxation so that there is no action by the coupling member (1) on the upholstery carrier (W).

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25 35. Motor vehicle seat according to one of the preceding claims, **characterised in that** when the backrest (R) is swivelled forwards out from a useful position  
- in a first swivel area the elastic element (2) is deformed so that the coupling member (1) cannot act on the seat trough (W)  
- in a subsequent second swivel area a locking mechanism (5) of the upholstery carrier (W) is released and  
- in a subsequent third swivel area the coupling member (2) acts on the upholstery carrier (W) so that this is displaced.

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